

Official and Classified ADVERTISEMENTS

Continued from Page 15

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fishing news

November 11, 1977

No. 3353

Est. 1913

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Survey fee victory

FISHERMEN who have had their boats surveyed under the Department of Trade safety regulations are to get some of their fee back.

This follows a decision to reduce fees for the first survey by an average of 42.5 per cent.

The reduced scale of fees were announced this week by Stanley Clinton Davis following pressure from the Fishing Industry Safety Group. An instalment scheme for payment fees will be introduced this month.

In a written answer to a question in Parliament on Tuesday, Mr. Davis said: "Following representations by the Fishing Industry Safety Group it has been decided that initial surveys of existing vessels will be charged for at the lower level applicable to subsequent renewal surveys."

Together with an instalment system which is being introduced, this will ease the cost to fishing vessel owners where it is most needed.

For a Category A vessel between 24 and 30m, the fee is reduced from £775 to £530. A vessel of the same length in Category B (vessel already subject to some survey), the fee goes down from £600 to £280. A handbook on Exemptions will soon be issued free by the DT.

The French had originally

Cod quota cut-off NORWAY BLOWS THE WHISTLE!

MORE BRITISH distant water trawlers are expected to be taken out of service as a result of overfishing by our Common Market partners. After announcing that the EEC was over quota on cod, Norway has called a halt to fishing in her northern waters — but British fishermen claim they have 2,600 tonnes left to catch.

"It has now become clear", says the British Fishing Federation, "that the Germans and French have fished beyond their national quotas".

Out of the total EEC cod quota of 58,059 tonnes, Norway notified the EEC on September 1 that there was still 18,500 tonnes to catch. According to EFF figures, Britain has only taken 10,400

tonnes out of the 13,000 tons that remained to her when a halt to fishing was called from midnight last Saturday.

"Suddenly the 2,600 tons of cod due to us isn't there any more", said a BFF spokesman. "The inference is pretty clear — if we haven't

sought a 1,500-ton quota, British demands that the boats fish within a three-mile limit were agreed."

Minister of Agriculture, John Silkin, was reported as saying that he was happy with the arrangement. It clearly established the principle that coastal states had the sole right to say what conservation measures should be implemented, he said.

The EEC Council of Ministers has agreed to make an exception for fishermen from the ports of Pecamp, Etaples, Le Trepit and the Bay of Somme, who operate boats of less than 30 ft.

The French had originally

allowed a 600-tonne quota.

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had it, somebody else has".

France and West Germany had quotas of 3,200 tonnes and 2,300 tons left after September 1. Norway claims that the EEC is 259 tonnes over the top.

This latest Norwegian move piles on the agony for British deepsea ports. Skipper Tom Nielsen, secretary of the Hull Trawler Officers' Guild, said: "With the Russian zone of the Barents Sea now closed, the only alternative we now

have is at Bear Island and Spitzbergen where fishing has been slack. If there is a severe winter, it could deter us from operating there".

If the fleet cannot work the Bear Island grounds, Skipper Nielsen warned it could mean a mass lay-off of ships on Humber side causing hardship to fishermen and their families around the Christmas period.

The Ministry of Fisheries says that it is seeking clarification of the quota figure with a view to making representations to the Council of Ministers.

A new round of negotiations between the EEC and Norway is expected to start on November 24.

Norway's Director of Fisheries, Mr. K. Vardal, has already predicted that these talks will be difficult. There are big differences between the two sides on quotas for cod, haddock and herring, he said.

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Next time you want to put to sea, will you be allowed to?

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on land and sea

Esbjerg buy-up goes on

THE FORMER Esbjerg anchor-seiner *Sylvana* — bought by Grimsby interests to operate through the local agency of Sam Chapman & Sons — arrived at the Humber port last week.

The 40-ton wooden seiner, which conforms to the traditional Danish design now so popular at Grimsby, fished her way across in far from perfect conditions.

Nevertheless, she grossed £3,100 from 100 kits of good quality plaice on her first landing as a Grimsby-owned vessel.

Sylvana is the fourth Esbjerg seiner bought to work through the Chapman agency this year. The firm is now responsible for 15 locally-owned seiners and expects to improve on this number in future.

Fishing strength

FOURTEEN freezer trawlers were seen sheltering in Cornwall's Mounts Bay last weekend.

Almost all were Dutch, although two were British, and they gave local fishermen an indication of fishing strength off Cornwall.

'Heather E' surfaces — to a new problem

THE CORNISH mid-water trawler *Heather E* — pictured swamped at St. Mawes in *Fishing News* last week — has been raised only to run into a new problem.

She was towed into the local harbour but, as another gale blew up, the harbour company ordered her to be removed as she was bumping the quay. It was feared the 75-footer could cause extensive damage.

A salvage team from Folkestone, Kent, succeeded in refloating the wooden craft which sank at her moorings two weeks ago.

On Monday last week the team arrived at the port and immediately set to work.

One-ton and five-ton buoyancy bags were used to lift the stern and an attempt was made to tow her to the nearby harbour with her bow still aground.

She was being towed bow-first but, as the tide went down, the bow dug-in; the attempt had brought her just a couple of boat lengths nearer safety.

Local boats had been towing her at full power only feet from the quayside.

Another boat's length was gained the next day when more buoyancy bags had been tied on the bow and the stern was right up. A line was put on her stern and she was turned around.

The local fire brigade had been standing by and, at low tide, the local boat *Terene* sailed out with one of its large pumps, while an auxiliary pump was also put into action.

After a couple of hours' work the boat began to empty and she became upright. One week after she had sunk *Heather E* was towed into the quay.

She was swung away from the quay wall to examine her port side which had been out of sight throughout the operation and it was found that there was extensive damage. The bilge keels had been ripped off around the area of the boat's centre bulkhead and some bolts had pulled through.

A quick caulking job was completed and a big effort was made to right her with the tide.

Then, the gales which had hampered earlier attempts to salvage the trawler, sprang up again. With waves breaking over the outer sea walls and the boat bumping against the quay, the owners were told to remove *Heather E* before she damaged the quay.

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OWNER SAYS THANKS

THE OWNER of *Heather E*, Peter Emms, has written to *Fishing News* saying he would like to thank all those involved in saving his boat. He writes:

"I would like to express my most sincere thanks to the local community of St. Mawes, Cornwall, for their strenuous efforts and optimism in salvaging the fishing vessel *Heather E* (BF.73) which was on Thursday, October 27.

"After three bad and seven days of continuous work and nine towing attempts, we were finally successful in beaching her on Thursday, November 3.

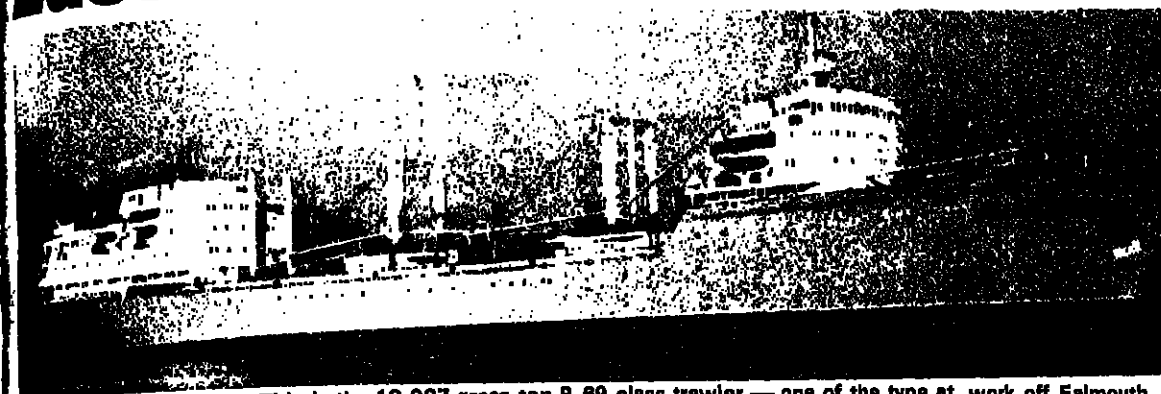
"When my morale was at its lowest, it was nice to know that their full support and operation.

"Every one of them was wonderful, with special mention to the following, whose unflinching efforts will always be remembered and deeply appreciated:

"John Sawle and his crew Pat and the crew of *Intrepid* John Marshall and Ken Buck and Aker, Topper, S. Mawes Pier and Harbour Reg. Rob and Clinton; Tony's his wonderful efforts; the Mawes fire brigade; due to her constant supply of tea and coffee — and numerous others whose names escape me. Thank you all kindly."

P. L. EMMS
Hopton Court,
Aldrick,
Worcester.

Eastern Bloc fleet arrives



They come big from Russia. This is the 13,087 gross ton B-89 class trawler — one of the type at work off Falmouth.

EIGHT SHIPS TAKE ON SCILLY MACKEREL

THE BIGGEST fish transfer operation ever seen off Falmouth got underway this week with the arrival of eight Eastern Bloc freezer ships off Cornwall.

Another ship was due and the fleet could remain throughout the winter.

Vessels from Scotland, East German fish carrier *Granitz* (2,686 gross tons) and Bulgarian fish factory stern trawlers *Zikoniya* (2,664 gross tons), *Aktinja* (2,467 gross tons), *Limozha* (2,654 gross tons), *Olusha* (2,652 gross tons) and *Argonaut* (2,467 gross tons).

Their cargoes will, in turn, go to a mother ship, the Bulgarian fish carrier *Albena* (6,942 gross tons). She, it is understood, will sell to West African or Russian markets.

Local fishermen are hopeful that their own sales will not be seriously threatened by the operation which Falmouth harbourmaster, Captain Frank Edwards, described as having come "quite out of the blue."

In Falmouth Bay is the Russian factory ship *Antarktika* (13,087 gross tons).

In Carrick Roads are the East German fish carrier *Granitz* (2,686 gross tons) and Bulgarian fish factory stern trawlers *Zikoniya* (2,664 gross tons), *Aktinja* (2,467 gross tons), *Limozha* (2,654 gross tons), *Olusha* (2,652 gross tons) and *Argonaut* (2,467 gross tons).

Another Russian vessel similar to *Antarktika*, *Rubak Latujii*, is due shortly.

Among the trawlers feeding them is the Fraserburgh-based *Settle Mari* — Britain's largest purse skipper-owned.

COLD STORE CORRECTION

PLYMOUTH Cold Stores new £4m. complex at Exeter is operating at a temperature of -29 deg. C., not -2 deg. C. as reported in *Fishing News*, October 28.

The cold store covers an area of 1,700 sq. metres. This was incorrectly given as 71,000 sq. metres in the same article.

We apologise for any confusion this may have caused.

'Joy-riders' face court

THREE Danish fishermen who, it is alleged, succeeded in taking the Grimsby anchor-seiner *Martin Norman* to sea on October 24 without the owner's consent are to face legal proceedings.

The men are said to have taken the 50-ton vessel from her moorings in Grimsby fish docks, and, once at sea, the owner's efforts to contact the seiner by radio drew a blank.

Just when it seemed *Martin Norman* had disappeared, the vessel suddenly turned up back at Grimsby. She arrived under cover of darkness after a four-day "trip" on October 28.

Much to the surprise of everyone, it was reported that some fishing had taken place during the trip.

Martin Norman is owned by the Deiga Fishing Co. of Grimsby and operates through the Tom Sleight (P.S.) Ltd. agency.

Big scheme at Howth

A LONG-TERM plan to improve Howth harbour, Co. Dublin, has been prepared.

Howth harbour is to be developed by substantial dredging, a new pier, widening of the present west pier, filling-in and developing of the landward end of the pier, plus removal of a number of buildings from the west pier.

The plan has been formed by state agency, the Irish Board of Works.

It is expected that it would take up to four years to complete and it is expected that fishery interests will be consulted before it is implemented.

Shetland to vote

SHETLAND Fishermen's Association held talks last week with a group of anti-devolutionist MPs who visited Shetland to gain ammunition for their campaign.

Shetland Islands Council is to hold a referendum to find out whether islanders want to be devolved along with the rest of Scotland, or to retain their present links with Westminster.

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WARNING SIGNS are coming from Denmark that a fleet of 300 displaced boats could be moving into British waters. Some Scottish skippers are convinced that the invasion has already started and report seeing some 30 Danish and Faroese purse seiners taking banned herring off Shetland.

The threat has been stimulated by the UK's closure of the port box off the east coast of Scotland and the ban on Danish vessels by Norway.

The Danish Fishermen's Association is reported as saying that half its 700-strong fleet may have to be laid up. This has alarmed the British Fishing Federation, which is now asking where will the other half go? The only alternative for the Danish Fleet, claims the BFF, is the waters of EEC coastal states — most of which are British.

The port's Harbour Trustees decided to advertise the post at their monthly meeting on Saturday.

Chairman, John D. Buchan, said the conveners committee thought such an appointment made sense as the harbours are becoming such a big organisation.

When Skipper William N. Buchan queried the necessity of the appointment. The chairman replied that managers had been appointed to every harbour of importance around Britain. Even Mallaig had one.

The collector's returns showed that the value of white fish landed at Peterhead during October was £2,462,348, compared with £1,470,573 in October 1976.

The BFF has warned that if the Danes do put their boats into British waters, they will join other fishing organisations in pressing the Government for unilateral action similar to that imposed on the port box last week.

The port was expecting an upturn in landings through the rest of this week with six distant water trawlers and a North Sea seiner due in.

On Tuesday, Hamling's St. Giles (Skipper J. Humphreys) returned from a 24-day trip to the Whites Sea and made £31,851 for 862 kits. Codmuffs averaged £36.40 a kit.

For cod and £35.50 for codling.

The port was expecting an upturn in landings through the rest of this week with six distant water trawlers and a North Sea seiner due in.

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For cod and £35.50 for codling.

COMMENT

Some Christmas Community spirit

WHO NEEDS enemies when we have friends like our Common Market partners? If the British Fishing Federation's figures on our Norwegian cod quotas (page 1) are proved correct, it means that French and German trawler fleets have almost certainly put a large number of British distant water fishermen on the dole for Christmas and, perhaps, forever.

Unfortunately the agony does not end there. What will the German and French trawlers be doing? Almost certainly they will divert to the British sector of the North Sea, where there is already a threat from the displaced Danish purse seine fleet.

While as a member of the EEC it seems we can do nothing to defend our interest in distant waters, at least we do have the opportunity to control what goes on nearer our shores. And it is now a matter of overwhelming urgency for the Government to put some form of control on foreign effort for white fish in the North Sea with an exclusive zone.

Referring this week to the French success in getting a quota for herring off their coast in the North Sea, Minister John Silkin made it clear that this recognised the principle of the coastal state having the right to determine conservation measures.

If this principle is recognised, then we hope Mr. Silkin will tell the EEC meeting next month that he is going to put it into practice, as far as the North Sea is concerned. While it might not do much for the distant water fleet, which now looks doomed, this action would be a welcome morale booster for an industry which feels it is at the mercy of its "partners".

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50

years ago

... Recalling some of the stories which appeared in our columns this week 50 years ago.

NOVEMBER 12 1927

CONSOLIDATED Fish-eries trawler *Florio* fined £800 for illegal fishing off Iceland. Both her catch and gear were confiscated.

EASTBOURNE'S new £8,000 lifeboat goes on trials. The 35-footer has a 35 hp engine.

HULL trawler *St. Girard* refloated after lying dangerously half-a-mile west of Crail, Fife.

NATURAL History Museum at Kensington, London, accepts a false killer whale from a shoal stranded at Dornoch Firth, Ross-shire.

GRIMSBY captain, J. Forster, sails trawler across the Atlantic in a record 12 days. On an earlier trip to Cuba he quelled a mutiny among his coloured crewmen by pretending a seaman had up his sleeve was a gun.

CROSSE and **Blackwell** apply to set up a fish meal factory at Peterhead.

A PHOTO-MONTAGE of how the proposed £1m development scheme at Newlyn harbour will look when complete.

The objection to the scheme (*Fishing News*, October 28), which involves the construction of

a new 750ft. Jetty, the infilling of Keel Alley and the reclaiming of land for parking, has been withdrawn. It is hoped work will start on the major harbour scheme around Easter next year.

DRIFT-NET BONANZA

BIG LANDINGS of drift net-caught salmon in most parts of the North-Eastern Sea Fisheries Committee district have been reported by the chief fisheries officer, Mr. H. F. Theaker.

He said that, with more than a fair share of onshore winds during the first two months of the quarter, ideal conditions for this type of fishing were created. He was speaking at the committee's quarterly meeting held at York.

At Whitby 1,000 fish weighing nearly three tonnes were landed in one day — a single boat had a catch of 170 fish. Landings of grise were the largest recorded at Whitby in living memory.

In his general comment, Mr. Theaker said surveys of fish and shellfish stocks had been carried out by Ministry scientists. Three successful prosecutions were made for illegal fishing in the district during the quarter and a further case is pending.

A total of 119 trawls were checked during the quarter.

Icelandic landings: new plan

LUMPERS from Britain's major fishing ports voted to continue their ban on Icelandic wet-fish landings at Grimsby, Hull, Fleetwood and Aberdeen when they met to review the situation in Newcastle last week.

Following an appeal from Humberside MPs, Austin Mitchell and John Prescott, a new plan has been put to the lumpers which would allow Icelandic vessels in. This involves the Icelanders sharing out wet fish landings equally between all four ports.

Lumpers were holding meetings this week to consider the scheme.

Fishermen to buy coach

A £4,500 coach is to be provided for Bridlington by the local fishermen.

The social committee of Bridlington and Flamborough Fishermen's Society hope to raise the money during the winter.

The most important effort will be their Boxing Day celebrations which have now become a popular annual attraction.

The last Boxing Day event organised by the fishermen raised £1,500 for local charities but this year's event will have the added boost of a competition, with top prizes of motor and racing cycles.

Christmas landings

NON-LANDING days at Hull for wet fish and freezer trawlers over the Christmas/New Year period are as follows: Wet fish ships: Friday, December 23; Monday, December 26; Tuesday, December 27; Friday, December 30; and Monday, January 2. Freezers: Monday, December 26; Tuesday, December 27; and Monday, January 2.

Libel action settled

SETTLEMENT was announced in the High Court this week of a libel action brought by the publishers of *Fishing News* following a report published on April 15 of a dispute between Clenham and Consolidated Fisheries under the headline "Short-changed on mackerel — claim".

Mr. Richard Rampton for the plaintiffs told the court that the story contained allegations that the plaintiffs had not accounted honestly to Consolidated, who are also defendants to the action and against whom the action continues, for catches entrusted to their care.

The publishers for their part had agreed to pay substantial damages and costs and the plaintiffs were prepared to let the matter rest as against them.

Mr. David Eady, for the publishers, said that they felt that the allegations were of proper interest to readers but they regretted having given them further currency and apologised for doing so.

The record of the action was withdrawn.

FLEETWOOD'S acute fish supply problems have again been stressed by the port's very hard-pressed merchants.

Last week the president of Fleetwood Fishing Vessel Owners' Association, Alan Welsh, said: "It cannot be stressed too forcibly the dangerously low state that the port's throughput is in at the moment."

Whether it be from Iceland, France or Outer

Mongolia, we need something to augment the fish landed by our local vessels for the port to survive as a major fishing centre."

He said that a meeting had been called in London on November 17 by the

Confederation of Fried Fish Caterers' Associations which would be attended by representatives of many sections of the fishing industry.

Mr. Welsh said: "The main purpose is to press home the need for an exclusive 50-mile

fishing zone round our shores for British fishermen but the general supply situation will, no doubt, also be discussed."

Mr. Welsh will be attending the meeting with Richard Cooke, president of the National Federation of

Port Wholesalers this year. Mark Hamer, general manager of the Fleetwood Fishing Vessel Owners' Association, said: "We, too, realise the need for more fish to be landed at Fleetwood and the meeting (between them and the merchants) was a help in that both sides put forward their views."

"We are actively engaged in increasing throughput at Fleetwood, whether it be from locally-based ships or certain foreign ships, but one of our main aims is to apply pressure for one absolutely vital cause — establishing a 50-mile exclusive limit for British fishermen."

...as gales hit fleet hard

GALES on the homework grounds hit Fleetwood's fish supplies last week. Ships returned to port with reduced catches after spending days dodging the weather.

Two ships hit were the pair stern trawlers *Idena* and *Norina*. They began their trips at the Flugga grounds, off the north of Scotland, but were unable to fish because of the weather.

Skipper Gordon Wignall in *Idena* and Skipper Bill Reader in *Norina* then headed for the Minch. But, even

there, they were hampered by gales sweeping across the western seaboard.

Jim Cross, Fleetwood manager for the vessels' owners, J. Marr and Son Ltd., said: "We had to consider whether to put them into a

Scottish port and restart the trip.

"But, because they had already been at sea a fortnight during which they had made only 12 hauls, and because of the fish supply problem here, we decided to

bring them back to the port."

Idena and *Norina* landed 400 kits for £14,000. It was a different story for the pair stern trawlers *Armana* and *Navena*. Their total of 1,557 kits sold for £46,000.

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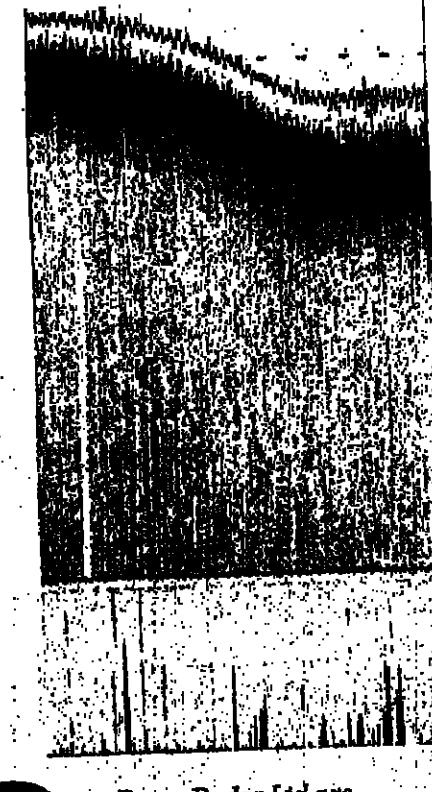
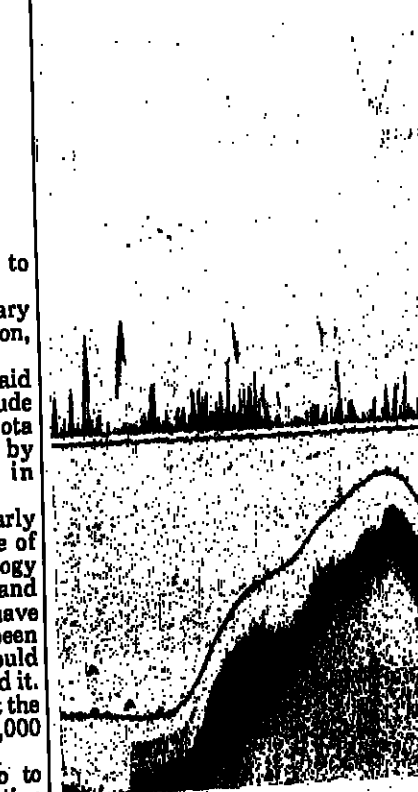
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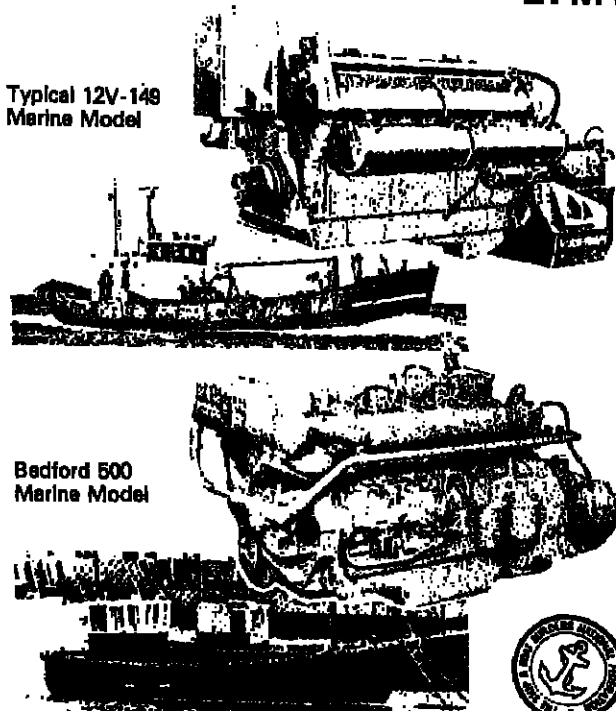
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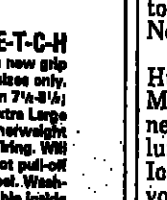
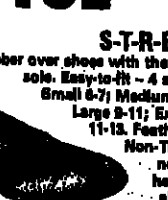
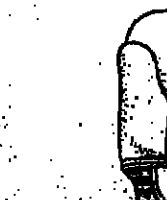
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Oysters arrive in a day

OYSTERS taken from a Lewis loch on Tuesday morning were available for customers of Glasgow's well known restaurant — The Fountain at Charing Cross — the next evening.

The oysters, grown by a new method at the Loch Mianig oyster farm, were sent by Datapost — a door to door service run by the Post Office. Mainly the service is used for getting important packages and documents to their destinations as quickly as possible.

The oysters are grown on a patented plastic structure like a Christmas tree which floats in the loch. This ensures that there is plenty of feed for each individual oyster held in a cup at the end of each of the tree's arms.

After being taken from the loch, they were packed and then taken to Stornoway by the Datapost service to be put on a plane for Glasgow, which is a one-hour flight.

A PLACE FOR FISH MEAL —says Silkin

THE significant place of the fish meal producer in the British fishing industry was recognised last week by John Silkin, Minister of Agriculture and Fisheries.

Speaking at the annual research award lunch in London of the Association of Fish Meal Manufacturers, Mr. Silkin said: "There will always be fish waste, fish not suitable for human consumption or fish species which the consumer does not want."

"We can use these supplies economically to the benefit of the United Kingdom, always provided that the fish stocks are properly conserved. This is where the fish meal industry comes in — to convert what otherwise might be

wasted or neglected and to divert it, indirectly, to human consumption."

Applauded as he got up to speak for his defence of British fishing interests within the EEC, Mr. Silkin emphasised that the fact that UK waters embrace two-thirds of the fishing grounds and fish stocks must find reflection in the Community's arrangements for catch quotas and access to grounds.

"In Luxembourg," he said, "I made it plain that the government stands by the proposals we have tabled for ensuring that British fishermen have exclusive access to the inner coastal belt of 12 miles and preferential access to the fishing grounds beyond that out to 50 miles."

"I also insisted on better catches for Britain and more effective conservation rules. I would like to think that our Community partners are beginning to get the message that the UK is not going to throw in the towel on these critical issues."

"We may have a long way to go before agreement is reached on a satisfactory fisheries policy for the Community of Nine, but the



Mr. John Silkin speaking at the annual research award lunch. Looking on is Mr. F. C. Jery, president of the Association of Fish Meal Manufacturers.

government will not waver from the course on which it is set."

The Association's award is for research in animal nutrition, and for the first time in the 20 years since it was introduced it went to a scientist working on fish feeding in aquaculture. The winner, Colin Cowey, heads a team at the Institute of Marine Biochemistry which has done pioneer work on the feeding of farmed marine fish.

Magistrates at Berwick court imposed fines on James Brigham (40), William Douglas (63) and Thomas Douglas (58), all Holy Island.

They admitted using a net without displaying a licensing disc on it and failing to show a licensing label on the side of their boat.

Magistrates found the case proved in their absence. George Hawks, prosecuting for the Northumbria Water Authority, said the offences occurred two miles east of Holy Island.

Bailiff James Flett said he saw a small boat hauling in a net and there was no label or disc displayed. In a letter to the court, the men said they had been out fishing late the previous night in another vessel and had forgotten to change over the label and disc.

£20 fine for three island fishermen

THREE Holy Island fishermen have been fined £20 each for not displaying a licence disc and label.

Magistrates at Berwick court imposed fines on James Brigham (40), William Douglas (63) and Thomas Douglas (58), all Holy Island.

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Hauling

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LOBSTER TAGGING IS EXTENDED TO WALES

THE FIRST phase of an extended lobster tagging programme by the Fisheries Lab at Burnham on Crouch, Essex, has been completed.

The lab set up a tagging operation in Wales this year and a total of 1,638 tagged lobsters have been released in Cardigan Bay during this summer.

Conservation of the lobster stocks in Great Britain is dependent upon a single

regulation — the 80 mm carapace length minimum legal size. To be sure that any increase in this minimum size will benefit the various fisheries, it is necessary to know something about the growth rate, migrations, the mortality rate due to natural causes and the proportion of the stock caught by fishing.

This information is being made available thanks to the co-operation of fishermen and lobster buyers all around England and Wales. They are returning tagged lobsters

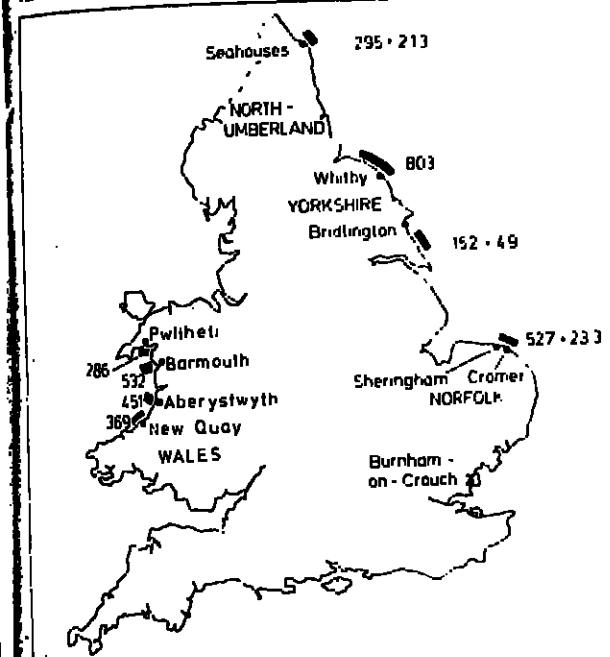
together with details of date and position of capture.

As from October 10, 1977, the tag reward has been doubled to £1 in addition to the market value of the lobster.

Last year a total of 1,777 tagged lobsters were released off Norfolk, Yorkshire and Northumberland, while a further 496 were released off the north-east coast this year to complete the programme in that area.

To date, considerable numbers of lobsters have been recaptured and these have provided valuable information on growth and mortality rates and on migratory movements, or rather the lack of movements.

The results of the 1976 work are already published in Fisheries Notice No. 51 and the 1977 data will be made available early in the New Year.



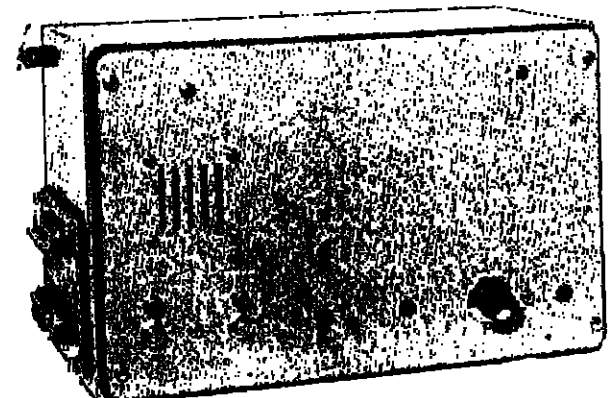
Position and numbers of tagged lobsters released in England and Wales during 1976-77.

Gales delay salvage bid

FORCE EIGHT south-westerly gales held-up attempts to raise the Grimsby anchor-seiner *Arcona* Champion last week.

The 47-ton wooden seiner sank in the River Humber off

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LONGSHORE ADDITION

A NEW longshore vessel has joined the Lowestoft fleet of small boats taking angling parties to sea. She is *Solo* (LT 268), a similar craft to *Dolly Bird* (LT 384) and *Skana* (LT 195).

'St James' is top at Lowestoft

TOP earner at Lowestoft last week was the Colne Group's 245-ton side trawler *St James*, commanded by Skipper Billy Goven.

St James returned on the Thursday after 12 days at

sea, with a 340-kit catch worth £12,594.

Built in 1957, *St James* is one of four Vosper-built trawlers now sailing from Lowestoft.

Second place went to Boston Group's stern trawler *Boston Sea Sprite* (Sk. Mike Raven) which, on the Monday, returned after 11 days with a 379-kit catch which sold for £11,769.

The next four places were filled by Talsman vessels. In third place was the 284-ton *Underley Queen* (Sk. Mike Reader), which on the Friday

landed a 357-kit catch after 12 days to earn £11,654.

Fourth place went to *Oulton Queen* (Sk. Alan Hutchinson). She came home after 12 days with 403 kits to gross £11,605. The 246-ton *Oulton Queen* was built in 1961 as *Dorade* for North Shields owners.

Barnby Queen (Sk. Colin Craig) was fifth with a 360-kit landing worth £11,532 on the Tuesday after 12 days at sea. Her sister-ship *Boltby Queen* (Sk. S. Smith) landed on the Wednesday with 344 kits which sold for £11,264.

ON WEDNESDAY

Newington's *Hammond Lynes* (Sk. W. Brettell) made her first fish landing at Hull since going out of service for an overhaul early in July.

Her catch was 1,265 kits made in a 26-day Bear Island trip which realised £41,234.

fishing news

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Scottish correspondent: Gloria Wilson

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Uphill boatmen form association

THE UPHILL Licensed Boatmen's and Registered Fishermen's Association has been formed to promote the interests of commercial and charter boat operators on the River Axe estuary at Uphill, Weston-super-Mare, Avon.

At present there are some 20 members representing 10 commercial boats.

The men felt it necessary to form the association after a recent public meeting called by the local authorities to discuss the formation of a "fairways committee" to control all moorings on the River Axe.

It was felt that fishermen and boatmen should have special consideration on moorings which are at present laid to allow maximum time afloat on each tide (Weston-super-Mare has a maximum rise and fall of 0-43 ft. on springs).

Peter Holder, a local fisherman and boatman, was elected as the association's first chairman; Colin Nurse is secretary and treasurer; and David Blackwell and Chris Fry are general committee members.

The secretary can be contacted at 28 Torrington Crescent, Weston-super-Mare, Avon, BA1 1JN. Tel: 0454808.

'Carlisle' crewman charged

GRIMSBY trawlerman Graham Horsfall (31) made a second appearance in chambers at Lerwick Sheriff Court last Friday and has been fully committed on a charge of attempted murder.

He was remanded in custody by Sheriff A. A. Macdonald. His arrest followed an incident on board the trawler *Carlisle* when she was berthed in Scalloway the week before.

In hospital at Lerwick is another member of *Carlisle's* crew, Garry Rowntree (28) of Grimsby. He is satisfactory after an emergency operation on stab wounds.

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FALKLANDS ARE IDEAL FOR FLEET

SIR, I was very interested by Commander Rankin's comment (*Fishing News*, October 21) on my letter published on October 7.

From my own knowledge, small though it may be, of the Falkland Islands, I would say that they are an ideal base from which to fish — provided one does not need to supply from them.

Commander Rankin appears to miss the point I was making that these fishing expeditions, such as mounted by the Russians, are self-sufficient. All that is needed in such a case is good, sheltered water and this there is in abundance in the Falkland Islands.

The main point of Commander Rankin's letter is that we should not fish in our own waters of the Falkland Islands. The Argentine government's policy of not allowing foreign trawlers to fish in its waters is a justifiable one.

LETTERS

British and the Argentine has no justifiable legal claim to them. The indigenous population is British and always has been, and the waters around the Falkland Islands up to the 200-mile limit are British (the Argentine claim rests upon a very short occupation of the islands nearly 200 years ago by the short-lived United States of South America of which the Argentine was a component. The claim appears to be more than tenuous).

If we are to be seen off our own waters by the Argentine government, then all I can say is my call for Britain to wake up is more than justified. Recent incidents with Soviet and other foreign trawlers were with ships fishing in the Argentine waters.

My proposal is that fishing expeditions, operated from Britain and returning to Britain, should work in British waters. The proposal had nothing whatsoever to do with markets anywhere else.

If the British fishing industry does not adopt fleet fishing to some extent then, of course, we will have to rely only upon inshore, near and some middle water fishing. However, if the Russians, the East Germans, the Poles, the Japanese and others can successfully fleet fish — usually in other people's waters — then I completely fail to see why we cannot mount similar successful operations in our own waters.

If we do not show some enterprise and some nerve, then we deserve the results. E.C. S. Corlett, M.A., Ph.D., F.R.S., F.R.I.N.A., F.R.S.E., F.R.S.N., F.R.S.O., F.R.S.P., F.R.S.T., F.R.S.W., F.R.S.Y., F.R.S.Z., F.R.S.A., F.R.S.B., F.R.S.C., F.R.S.D., F.R.S.E., F.R.S.F., F.R.S.G., F.R.S.H., F.R.S.I., F.R.S.J., F.R.S.K., F.R.S.L., F.R.S.M., F.R.S.N., F.R.S.O., F.R.S.P., F.R.S.Q., F.R.S.R., F.R.S.S., F.R.S.T., F.R.S.U., F.R.S.V., F.R.S.W., F.R.S.X., F.R.S.Y., F.R.S.Z.

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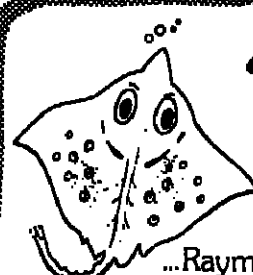
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Starting up a cold engine

"WHY DOES A diesel engine, which starts easily and runs faultlessly in average temperatures, become difficult to start when the temperature drops much below average."

"Also, how can I speed the process of starting in winter without using electric starting equipment?"

A most likely cause of starting difficulties would be insufficient cranking speed due to use of lubricating oil of higher viscosity than that recommended by the engine manufacturer and/or too low cylinder head temperature. To achieve easier starting you must ensure that the lubricating oil is of the minimum recommended viscosity.

If, having done that, the engine is still a recalcitrant starter, and provided that it is fitted with a pump drain pump, you could drain off as much of the oil as practicable, after stopping the engine and storing the oil in a warm place until you want to start again.

If draining is ineffectual, warming air drawn into the cylinders might help. You should remove the air strainer and hold a large lighted twist of clean newspaper over the entrance to the manifold, while cranking.

It may be necessary to repeat the process once or twice, making sure the flame is drawn into the manifold before the engine starts.

Although simple and inexpensive, this method of raising the cylinder head temperature should never be used in a confined space or where there may be fuel or gas fumes present.

If your engine is not fitted with plug holes into which you can insert self-igniting 'cigarettes' to aid starting in cold weather, the simplest and easiest method is to use starting fluids.

Starting fluids are sold in aerosol containers. You spray a little fluid into the air intake or filter just before or while the engine is being cranked. Being volatile, the fluid will ignite easily and set off the injected fuel oil.

Either was sometimes used, before starting fluids became generally available but I don't recommend it.

All other starting aids require additions and/or alterations to your propulsion machinery. If the flywheel of the engine is not fitted with a toothed band, a midge-sized contrivance with few working parts made by C.A.V. Ltd. might help. It consists of a tubular valve body, carried in a holder which screws into the inlet manifold and operates by burning fuel there and heating the inlet air. It requires a power supply of 18 amps from a 12 volt battery. If the flywheel is fitted with a toothed band, you might prefer an inertia starter made by Simms Motor Units. It comprises two cranks, a connecting rod

ANY QUESTIONS?

If you have any questions about boats, equipment, gear or anything, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed on envelope, he will reply.

John Burgess' Log



and some springs in which you store energy until ready to start. When you release the energy, it works in the same way as an electric starter.

Another non-electric starting device, known as the Handraulic starter, is made by Bryce Berger Ltd., at Hucclecote, Gloucestershire. It consists of a hydraulic accumulator, hydraulic fluid feed tank and a unit which fits around the crankshaft.

Yet another, called the Hansa Starter, is made by Technisches Bureau Hansa, Weidenbaumweg 139, 2050 Hamburg 80, West Germany. It consists of a cylindrical pressure vessel in which you burn old oil to form a gas which flows into a cylinder and forces the piston downwards with sufficient force to start the engine running.

If you decide to try a starting fluid and cannot get one locally, a brew known as Start Pilot is obtainable from Start Pilot Ltd., Holland House, Burmester Road, London S.W.17.

C.A.V.'s midge device and Simms Inertia Starters are obtainable from C.A.V. Ltd., Acton, London W.3.

Line or gill for halibut

"PLEASE SEND us information about halibut and how to catch them."

There are three principal species of halibut: the Atlantic halibut (*Hippoglossus hippoglossus*), the Pacific halibut (*Hippoglossus stenolepis*) and the Greenland halibut (*Reinhardtius hippoglossoides*), which is often called monk halibut.

The halibut is the largest flatfish of all and in European waters is most plentiful to the north of the British Isles.

It is a deep water species frequently caught around Iceland and the Faroe Islands, and off the Norwegian coast.

Specimens up to 500 lb. have been caught and some authorities consider that it grows to a weight of about 700 lb. All halibut weighing over 50 lb. are females.

The body of a halibut is thicker and narrower than that of most flatfish. The back is usually a dark olive or brown colour and the belly white. It has a large, sharp-toothed mouth and its principal prey is said to be haddock, whiting, soles, dabs, nephrops and squid.

Atlantic halibut spawn in the spring to the west of the Faroe Islands. They migrate to inshore waters around the Shetland and Orkney islands and the north of Scotland in June and July.

Halibut also visit grounds off the west and south coasts of Ireland, but those caught there are usually smaller than those taken in deep water to the north of Scotland.

Although captured in gill nets (set in depths between 300 and 500 fathoms) in Norwegian fjords in winter, halibut are also taken on longlines on coastal banks off the Norwegian coast and on most grounds in the North Atlantic and Pacific.

They can be taken with handlines but seldom, if ever, in commercial quantities.

Small halibut have been taken on sand or rock bottom in a few fathoms off the north coast of Scotland but large ones rarely in less than 25 fm. They are said to prefer a sea water temperature of between one and six degrees and to frequent the edges of hard ground.

One halibut longliner I know uses Mustad No. 2 hooks and baits them with small coalfish. They are probably as good bait as any, for halibut seem choosy.

Although halibut may prefer certain foods, pieces of cod, gurnard, ray, flounder, mackerel, as well as crustaceans and molluscs have been found in their stomachs.

If you decide to set longlines for halibut, it might pay to use main line and branch lines or snoods specially designed and constructed for the job. Such lines are obtainable from W. and J. Knox Ltd., Stonyholm Mill, Kilbirnie, Ayrshire.

Made of hard twisted nylon, the lines are steam-tarred to make them highly resistant to abrasion yet easy to coil. They are available in nine sizes between $\frac{1}{8}$ in. and $\frac{1}{2}$ in. (2.4 mm and 8.00 mm) diameter with breaking strengths of between 130 and 1600 lb.

You could also carry a gaff with a hook made of $\frac{1}{4}$ in. diameter stainless steel and a gape of about 6 in., as normal gaff hooks are too small and weak to deal with large halibut.

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November 11, 1977

Finding fish by degrees

"SOMETIMES we use drift nets for catching herring in winter and mackerel in summer."

You have mentioned that certain species prefer to be in water around a certain temperature.

Would it pay to carry a thermometer to find out when water temperatures are favourable for these particular species?

It might pay to carry an inexpensive thermometer even if you only used it to determine when to start catching lobsters in spring.

You could tell when the water temperature on your grounds has risen to 10 deg.C and encouraged them to start moving around and searching for solid food.

You also might not need to set longlines too soon in autumn. Research indicates that although cod prefer to be in water between 2 and 4 deg.C and sometimes in water up to 10 deg.C, they are unlikely to be caught in warmer waters.

Herring, however, prefer water between 3 and 7 deg.C. They spawn in water from 0-12 deg.C in spring and from 8-15 deg.C in autumn.

Mackerel prefer temperatures between 12 and 18 deg.C.

Thermometers measuring water temperatures include electronic instruments, instruments attachable to the headlines of trawls to be used in conjunction with wheelhouse recorders, reversing thermometers and maximum/minimum thermometers.

Electronic thermometers are fairly bulky and are used with lengths of cable and waterproof probes, the accuracy of which is not affected by water pressure. They are expensive and more suitable for scientific than commercial use.

Reversing thermometers are primarily designed for deep sea work and are fairly expensive, and so a maximum/minimum mercury in glass thermometer would suit you best.

They can be bought, contained in a metal case, from Kelvin Hughes, New North Road, Hainault, Ilford, Essex or obtainable in a plastic case from local ironmongers.

If purchasing the plastic case version, it is advisable to fit it for use in an outer case of iron piping. The outer case will not only take it quickly and directly to any depth but will protect it against damage.

November 11, 1977

'Burton' pair in dock

BURTON AGNES leads Burton Pidsa into Hull where they are now having extensive repairs following a hard season pair trawling from Grimsby. The boats have not proved entirely satisfactory for pairing, according to owners Newington Trawlers of Hull, and have taken a beating. Pidsa is having extensive repairs to her auxiliary engine, gearbox and some structural repairs to her hull. Agnes is expected to be back fishing in about two weeks on east coast sprats — a role she performs well. A Wellington boat which was advertised for sale, Burton Constable, has been switched south-west, while Cherry Burton is being new winches at Eyemouth. Another new boat — similar to Burton Lonsdale — is due to arrive new from Plymouth in about two weeks.

Lewis fish factory on schedule for June

THE NEW fish drying factory under construction at Rosedale, Lewis, is expected to go into production in June according to the Highlands and Islands Development Board.

The board stated last week that the construction work was on schedule and the pier should be completed in the spring.

Gordon Drummond, member of the board, and James K. Lindsay, head of the fisheries division, have been appointed as their first joint directors on the development.

'The Stowboaters'

by Hervey Benham, is published by Essex County Newspapers Ltd., Colchester. £3.50p.

THIS SHORT 49-page book is of an awkward shape to accommodate drawings of the stow-net fishing gear it describes.

The stow-net was much larger than the boats which used it for what we would now call mid-water fishing. Few of the present generation have used this type of gear which was used on various grounds along the south and east coasts. The Wash, the Thames Estuary and in the Solent.

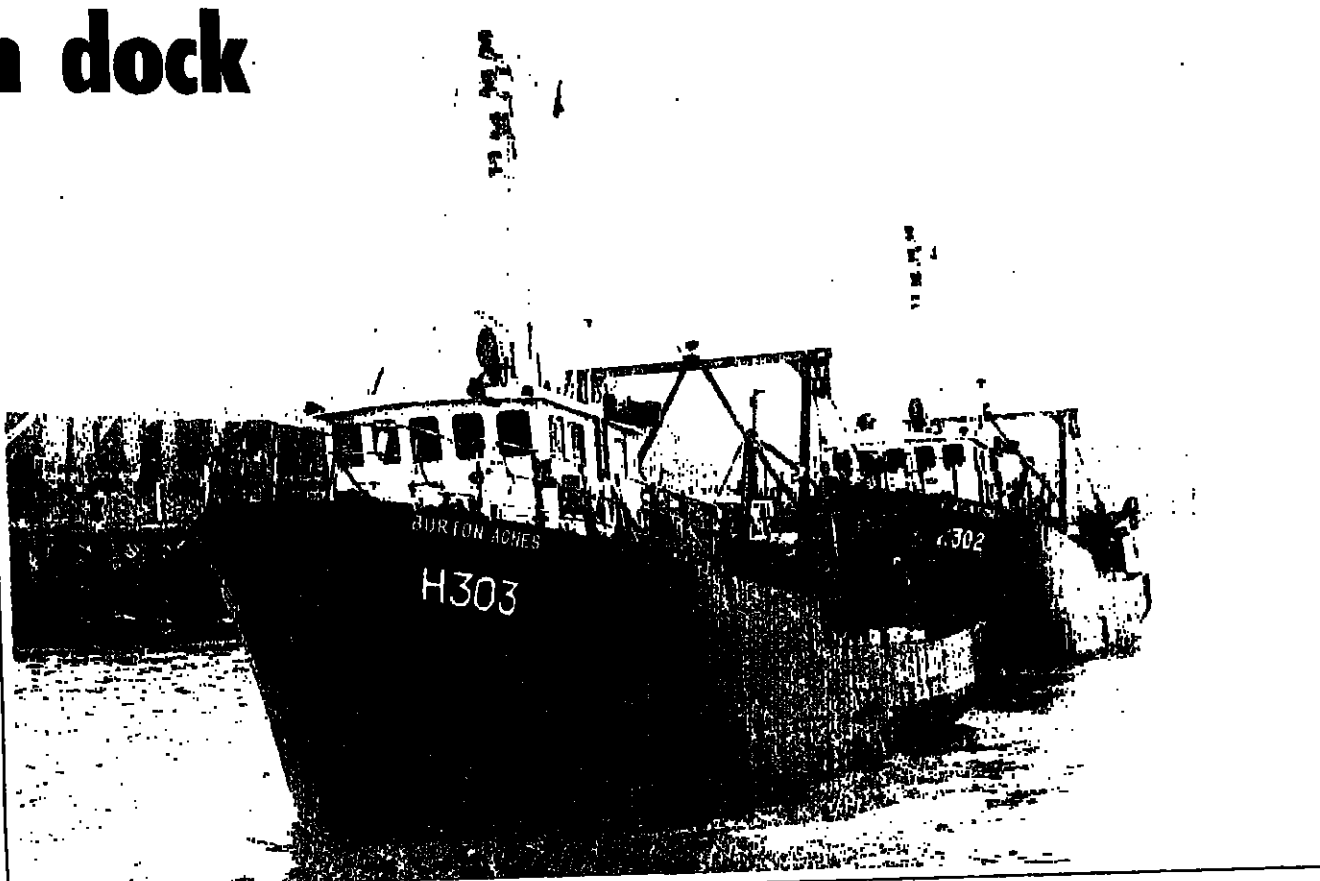
Chain

The net was made up on to two baulks, the lower one weighted to hold the mouth open, with four ropes known as handlets joining each end of the baulks to an extra big ring in the anchor-chain.

The smack was anchored in the path of a shoal of fish and the net, when full enough, was taken aboard by closing the baulks with a wink-chain which led from one, through an eye in the other, and was worked on the starboard barrel of the windlass.

The end was lifted aboard and the rest secured alongside. Then the net was gradually overhauled so that the fish could be worked into the smack's hold.

It was very the quarry and made the job a lot easier. It was in the days of the stow-net that the fish were taken in the stow-net.



Difficult conditions in the fishing industry demand tough equipment, and Kelvin diesels have always responded magnificently to the challenge.

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If you suspect there should be more profit in fishing, then perhaps you're using the wrong diesels.

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WFA STEPS UP FREE COURSES

THE White Fish Authority Industrial Development Unit is stepping up the number of its free training courses. Over the next eight months 36 courses will be held at different ports around the country. Courses in fishing gear technology, fish handling and marine science will be held at the WFA Fisheries Training Centre in Hull.

Acoustic fish detection, engine maintenance, hydraulics and electronics will be given in the WFA mobile training unit at Lowestoft, Avon, Hull, Fleetwood, Whitstable, North Shields, Eyemouth, Pittenweem, Fraserburgh and Buckie.

Training manager Duncan Amos said: "The courses in gear technology, engine maintenance, hydraulics, electronics, fish handling and marine science were introduced last year and have been remarkably successful."

"We know that few skippers can afford to be away from fishing for long periods and so all of our courses are short, varying from two-and-a-half to five days."

"They all lean heavily on practical demonstrations and active involvement."

Gear Technology

A five-day course using the WFA flume tank as a demonstration facility. It is divided into different horsepower classes: 20 to 150hp, 150 to 500hp, 500 to 1000hp plus.

Each course is divided into three parts covering trawls in general, bottom gear and

pelagic gear. Although theory of trawling is not neglected, courses are essentially practical.

Participants spend about 25 hours of the 37 hours total course time performing experiments with model trawls in the flume tank.

Over 30 different trawls are available for demonstration and testing in the tank.

This two-and-a-half day course was designed for vessels which do not carry a qualified engineer.

Its aim is to help diagnose and rectify simple faults which comprise most of today's breakdowns in the engine room.

The course commences with an explanation of how diesel engines work, compares the different types, and outlines the maintenance that can be done at sea and in harbour.

Injectors, lubrication systems, cooling systems and so on are covered, and special emphasis is given to preventive maintenance, fault diagnosis and rectification.

The setting up and maintenance of Morse controls is described and demonstrated. Particular emphasis is given to fault location to electrical systems using test instruments and to cathodic protection.

Hydraulics

Following from the engine

maintenance course or combined with a specially expanded electrical course, it starts with lectures on the application of hydraulics in fishing and basic system theory. It goes on to discuss different types of valves, pumps, motors and other components in the modern hydraulic system.

Care and maintenance of hydraulic systems is also covered. The selection of drive components, in which advice is given on commissioning new hydraulic systems, is covered.

A three-day course dealing with practical problems of handling and processing the catch on board fishing vessels. It commences with a lecture on bacterial and enzymic decay of fish flesh, in which live bacteria is examined through a microscope. Gutting, washing, bleeding and freezing methods are described and demonstrated. This is followed by lectures on the use of ice for preserving fish and the correct methods of storage by bulk, shelving and boxing.

Demonstrations are given using mock fishroom sections and fish.

Marine Science

The course shows those aspects of oceanography, marine biology and fish behaviour which are of direct relevance to commercial fishing. It is a three-day course beginning by reviewing the principal world fishing

grounds and explaining the importance of them to main oceanic currents and upwellings.

Lectures on the ecological chain, fish reaction to temperature, population dynamics, migration and basic fish physiology. A major section deals with the reactions of fish to bottom topography and fishing gear, illustrated by underwater films and videotapes taken by divers of the Aberdeen Marine Laboratory.

This five-day course is in the use and interpretation of modern fish detection equipment. An important feature is the high degree of realism introduced by having live equipment on which to demonstrate.

It consists of modern sounders and sonars driven by multi-channel tape recorders which use tapes pre-recorded at sea on commercial vessels.

Fishermen are taught how to set up and operate the equipment and interpret the information as it is displayed.

All of the courses above are free to members of the UK fishing industry. Skippers and fisheries students from other countries are also welcome to attend the courses on a fee paying basis.

Full details can be obtained from the Training Manager, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, North Humberside.

SPAIN WIDE OPEN

Continued from p.11

prepared fish products and breaded portions will increase. He chalked-up further sales of the firm's varitas de merluza (hake fish fingers) during the trip to Iglo Frozen Foods Co. of Barcelona.

After a tour of freezing facilities at the market, merchants set-up their own private talks or just relaxed after a schedule which had kept them on the move all week.

An invitation to a well-known fish restaurant on the beach at Arenys de Mar, north of Barcelona, was gladly accepted and around half the party sat down to a superb fish meal at the Portinyol.

Delicious

The Catalan people were celebrating a big political breakthrough — a small measure of independence from the Madrid government — and so the firm went to town with typical Catalan dishes. A delicious shellfish soup followed more shellfish, fine wine, a sweet, cigars and speeches.

There are extensive live storage tanks at the port which boasts a small fleet of typically Spanish inshore boats.

Their catches surprised merchants. Fish were just tiny, but bidding was keen. The market café seemed to take up as much space as the two sale rings!

Mackerel

One fish the Spanish are buying is mackerel. John Daley of the Brixham-based firm of Pescoso Fisheries was delighted with the prospect of an export contract. Also, like many of the merchants on the trip, he made contacts amongst UK firms which may lead to large orders.

One way of selling to Spain is to make up container loads of quality fish. However, a number of merchants agreed that selling one load is easy. The problem is making a profit and keeping the market. Payments can be delayed and all sorts of difficulties arise.

There are licence and transport problems and, unless merchants are highly organised and well capitalised, the risks of exporting can be too great. Fish can be condemned at the drop of a bribe, it is claimed in many Continental countries.

While Spanish prices are high, France and Italy will often pay even more to secure supplies.

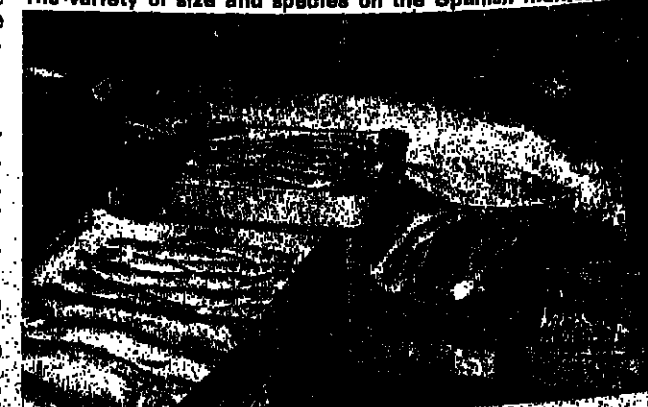
So the next White Fish



Birds Eye's Maurice S. Ware made sales of this special Spanish pack — hake fish fingers — during the trip.

Authority mission for fish exporters may well be to the South of France and Northern Italy. Feelers have, in fact, already been put out. One man certain to be on that trip is Peter Lovell of Brekkes. A veteran of many a fish sales campaign, he said his name will be at the top of the list for the next WFA export mission.

The variety of size and species on the Spanish market.



UK-IRISH FISH TALKS

BRITISH fishing representatives will meet their opposite numbers in Ireland later this month to discuss a united policy for the next round of EEC talks to be held in December.

The Dublin meeting will take place on November 19-20 when Scottish and English inshore and trawling interests will be represented.

David Aitchison, chief executive of the Scottish Fishermen's Federation, said the industry is still convinced

that only a 50-mile exclusive control zone would save them.

The Irish aims were very similar to the UK and the "get together" was aimed at formalising strategy.

Mr. Aitchison said that during the visit the British representatives hoped they would meet the Irish fisheries ministry.

"We have seen in Europe how difficult it is to get agreement on comparatively straight forward conservation issues."

"We can see no other way to protect stocks than by a 50-mile control zone," he said.

The Common Market's decision to allow the French a 400-tonne exemption from the North Sea herring ban could open up the case for

small UK herring fisheries which would help small boat fishermen.

Dr. W. J. Lyon Dean, chairman of the Herring Industry Board, said that the EEC council of agriculture and fisheries minister's agreement to allow a small, localised French fishery supported

"discreet" UK herring fisheries. One example could be a small fishery in the Moray Firth.

Mr. Aitchison said that the council's decision regarding the French fishery would be viewed with a very critical eye by SFF members.

He hoped that the UK ministers put forward a case for "our own people" in this respect, but added that the

same time the Scottish Fishermen's Federation had been supporting a total ban in the North Sea.

Gilbert Buchan, vice-president of the SFF, said that giving a small quota to the French amounted to a further erosion of the conservation policy and is an action difficult to understand.

Meanwhile, the absence of herring in the Minch is causing considerable concern among fishermen.

Catches are still very poor and there are no signs of improvement. Jim Lovie, chief executive of the Scottish Fishermen's Organisation, said it was about time that the fisheries department were finding out if the stock had moved north or south.

He added that he felt the whole migratory pattern of herring should be looked at closely — bearing in mind that last year there was an unexpectedly good herring fishery off Scotland.

ENGINE TROUBLE

THE 116 ft. TRAWLER Tom Grant (Sk. R. Sinclair) had to cut short a 14-day trip to North Sea grounds last week when she developed main engine trouble about 60 miles north-east of Spurn Head.

Towed home to Grimsby on October 31, she landed a scanty 49 kits for £1,336 after only 14 days fishing. A loss of up to £10,000 may have been incurred by owners—Lindsay Trawlers Ltd., according to a company spokesman.

Trouble arose when one of the bottom-end bearings collapsed, scarring the crankshaft. It is now being repaired in situ and the Tom Grant could be ready for fishing next week.

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14 to 18
21 to 25
28 to 2 (Dec)

Acoustic fish detection.
Engines and hydraulics for inshore fishermen.
Acoustic fish detection.
Engines and hydraulics for inshore fishermen.
Acoustic fish detection.

DECEMBER

HULL*
HULL*

5 to 7
12 to 16

Fish handling and preservation at sea.
Fishing gear technology (special course on Lowestoft C4 trawl).
Electrics and hydraulics for middle water trawler engineers.

LOWESTOFT

12 to 16

1978

JANUARY
HULL*

9 to 13
16 to 20
22 to 26
30 to 3 (Feb)

Fishing gear technology (150 to 500hp vessels).
Engines and hydraulics for inshore fishermen.
Acoustic fish detection.
Pelagic fishing techniques.

FEBRUARY

HULL*
HULL

6 to 10
8 to 10
13 to 17

Fishing gear technology (1000hp and above vessels).
Acoustic fish detection.
Electrics and hydraulics for distant water trawler engineers.
Marine science for inshore fishermen.
Engines, hydraulics and acoustic fish detection for coastal fishermen.
Engines and hydraulics for inshore fishermen.
Acoustic fish detection.

HULL*

WHITSTABLE

13 to 15
13 to 17

Fishing gear technology (20 to 150hp vessels).
Fish handling and preservation at sea.

NORTH SHIELDS

NORTH SHIELDS

20 to 25
27 to 3 (Mar)

Fishing gear technology (20 to 150hp vessels).
Fish handling and preservation at sea.

MARCH
HULL*

6 to 10
13 to 15

Fishing gear technology (500 to 1000hp vessels).
Engines and hydraulics for inshore fishermen.
Acoustic fish detection.

APRIL
HULL*

3 to 7

Fishing gear technology (150 to 500hp vessels).
Fish handling and preservation at sea.

EYEMOUTH
EYEMOUTH
HULL*

10 to 14
17 to 21
24 to 28

Engines and hydraulics for inshore fishermen.
Acoustic fish detection.
Fishing gear technology (150 to 500hp vessels).
Engines and hydraulics for inshore fishermen.
Acoustic fish detection.

MAY
PITTENWEEM
PITTENWEEM
HULL*

1 to 5
8 to 12
15 to 19

Engines and hydraulics for inshore fishermen.
Acoustic fish detection.
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Acoustic fish detection.

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24-footer in demand

A NEW RANGE of small boat GRP hull mouldings is now being produced by a New Milton, Hants, company. Milton Laminates Ltd. is supplying hulls 18, 22 and 24ft. long.

The ML 24 has a heavy-displacement hull form with a 9ft. beam and 3ft. 9in. draft. The traditional hull form offers excellent sea-keeping ability, together with more than usual fish stowage capacity, according to the firm.

Forward or aft wheel-houses may be built and there is room forward for a small cuddy with two berths and lockers under, plus galley and toilet. This layout is more suited to the forward wheelhouse arrangement, when access to the cuddy is through the wheelhouse bulkhead. Engines of between

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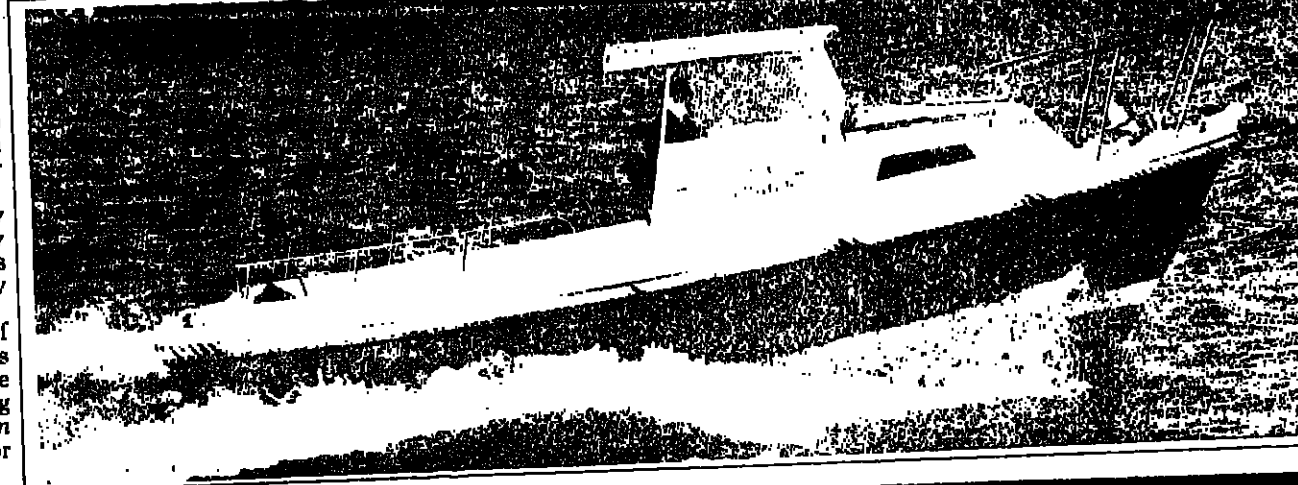
Hull mouldings only are supplied by Milton Laminates although quotations can be given for glassing in the beam shelf, etc., to aid fitting out. One main bulkhead is fitted at the works.

The moulders can put owners in touch with a builder on its approved list if he requires a yard to complete the hull.

Some 20 of these 24ft. mouldings have recently been supplied to Norway, the Channel Isles, Sussex, while one is now moulding for the Shetland Isles.

The ML22 — designed by Alan Hill of Burnham on Crouch — is of a versatile hull form of the medium displacement, medium speed, type. The hull moulding only can be supplied, either with or without floors and engine beds, for use as an open boat, or a complete set of mouldings with deck and superstructure complex. The boat is suitable for either tiller or wheel steering and engines from 20 to 40hp have been fitted.

The ML18 is designed as a one-man boat.



Courses marked thus * will be held at the WFA Fisheries Training Centre in Hull. The remaining courses will be held in the WFA Mobile Training Unit at the ports indicated.

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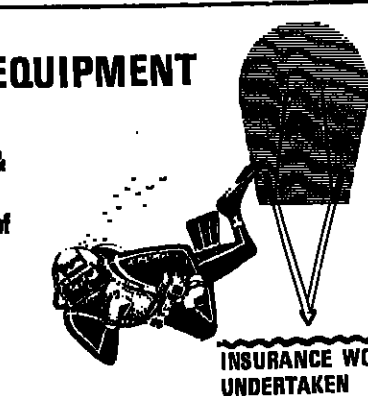
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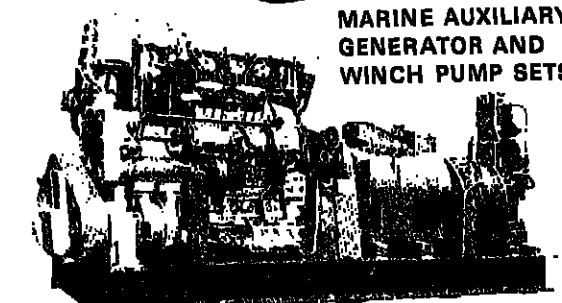
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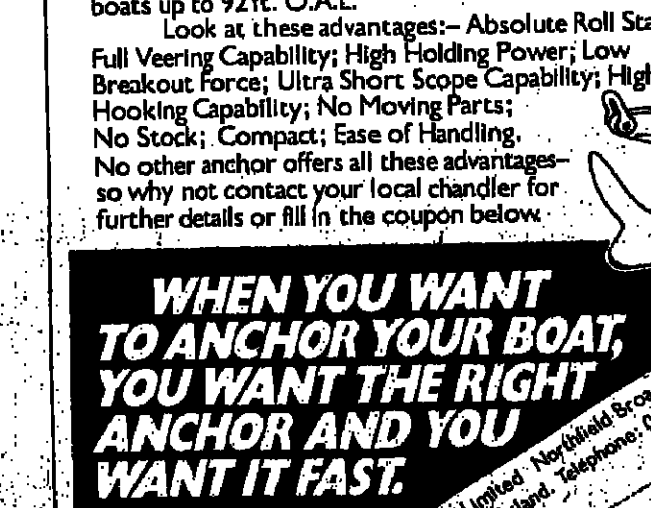
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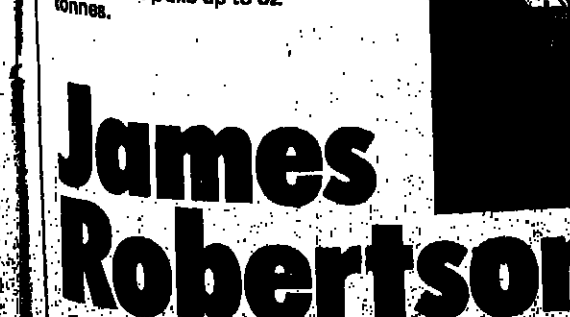


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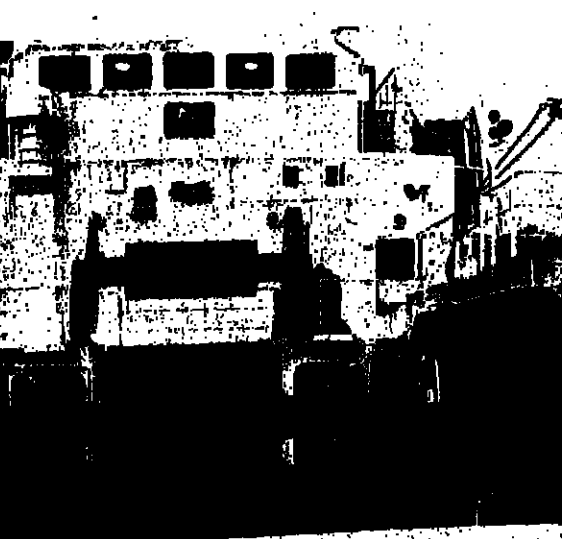
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£41,147: Lord Jalliscoe, BUT (Sk. D. Scott), 1,223k, WS, 25 days.

Middle water

£15,670: Ross Jackal, BUT (Sk. P. McCarthy), 528k, W, 16 days.
£14,131: Ross Lynx, BUT (Sk. D. Cooper), 487k, W, 15 days.
£13,634: Ross Kipling, BUT (Sk. J. Roberts), 467k, W, 15 days.
£12,587: Ross Cougar, BUT (Sk. J. Major), 553k, W, 14 days.
£11,427: Blackburn Rovers, Consol (Sk. D. Shore), 420k, W, 17 days.

North Sea

£7,849: Lemberg, Lindsey (Sk. H. Pexman), 296k, NS, 14 days.
£4,688: Lofoten, Lindsey (Sk. A. Hatton), 136k, NS, 10 days.
£1,336: Tom Grant, Lindsey (Sk. R. Sinclair), 49k, NS, 5 days.

Seiners

£5,282: Ella Grethe, John R. (Sk. R. McQueen), 217 k, NS, 18 days.
£5,645: Reef Bank, Sleight (Sk. P. Host), 191 k, NS, 17 days.
£5,235: Fredricksborg, Sleight (Sk. G. Russell), 165 k, NS, 11 days.
£4,855: Alamo, Allard Hewson (Sk. C. Clasper), 170 k, NS, 16 days.
£4,832: Pandion, Danbrit (Sk. B. Host), 144 k, NS, 15 days.
£4,804: Iris Dean, Consol (Sk. B. Andersen), 198 k, NS, 13 days.

Pair teams

£20,815: Leanda, Danbrit (Sk. B. Nejrup), 460 k, and £15,135: East Bank, Sleight (Sk. J. Lee), 325 k, both NS, 12 days.
£11,693: Golden Venture, (Sk. A. Pulfrey), 323 k, and £11,383: Jean Scott (Sk. P. Scott), 342 k, both John R., NS, 13 days.
£10,339: Green Valley, Danbrit (Sk. R. Younger), 324 k, and £9,530:

Paul Antony, Richardson (Sk. F. Josefsen), 296 k, both NS, 8 days.

Gill-netters

£3,298: Wardley, Consol (Sk. E. Lose), 63 k, NS, 4 days.

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£53,776: Arctic Rebel, Boyd Line (Sk. W. Boyle), 1,383k, WS, 27 days.
£52,600: Ross Altair, BUT (Sk. N. Redfearn), 1,314k, WS, 23 days.
£38,037: St. Gerontius, Hamling (Sk. T. Sawyers), 1,026k, WS, 26 days.

Seiners

£5,647: Christiansborg, Boston (Sk. E.S. Dam), 183k, NS, 20 days.
£4,887: Falkenberg, Boston (Sk. O. Pedersen), 140k, NS, 17 days.

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£15,893: Iruana, Marr (Sk. C. Scott), 572k, 17 days.
£9,764: Boston Explorer, Boston (Sk. W. Anderson), 489k, 18 days.
£8,282: London Town, Hewett (Sk. L. Cook), 274k, 15 days.
£8,072: Royalist, Hewett (Sk. A. Bedford), 288 k, 15 days.
£6,702: Resolute, Ward (Sk. J. Wright), 213k, 15 days.
£4,943: Rosamonda, Ward (Sk. K. Beavers), 156k, 14 days.

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£29,241: Navena (Sk. J. Burns), 866k, and £27,698: Armana (Sk. T. Christy), 721k, both Marr, 17 days.
£8,988: Norina (Sk. W. Reader), 257k, and £5,568: Idena (Sk. G. Wignall), 159k, both Marr, 15 days.

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£24,238: Pindarus, BUT (Sk. J. Glasgow), 716k, S, 15 days.
£15,789: Glen Urquhart, Marr (Sk. A. Brown), 411k, F, 19 days.
£12,859: Birchlea, BUT (Sk. M. Taylor), 312k, F, 16 days.
£12,407: Lindenlea, BUT (Sk. W. Uren), 382k, S, 15 days.

£12,046: Ross Mallard, BUT (Sk. J. Barclay), 425k, S, 12 days.
£11,746: Admiral Drake, North Star (Sk. I. Thain), 348k, F, 15 days.

LOWESTOFT

£12,594: St. James, East Coast (Sk. W. Gower), 340 k, NS, 12 days.
£11,769: Boston Sea Sprite, Boston (Sk. M. Raven), 379 k, NS, 11 days.
£11,654: Underley Queen, Talisman (Sk. M. Reeder), 357 k, NS, 12 days.
£11,605: Oulton Queen, Talisman (Sk. A. Hutchinson), 403 k, NS, 12 days.
£11,532: Barnby Queen, Talisman (Sk. C. Craig), 380 k, NS, 12 days.
£11,264: Bolby Queen, Talisman (Sk. S. Smith), 344 k, NS, 12 days.

NORTH SHIELDS

£16,911: Ben Glas, Irvin (Sk. S. Sheard), 30,754 k, NS, 13 days.
£14,916: Ben Chourn, Irvin (Sk. P. Allen), 30,594 k, NS, 13 days.
£10,899: Ben Meidie, Irvin (Sk. A. Coe), 27,047 k, NS, 13 days.
£4,756: Fruitful Harvest, AF (Sk. C. Horn), 8,036 k, NS, 3 days.
£4,580: Sharon Rose, AF (Sk. J. Moodie), 8,041 k, NS, 3 days.

Pair teams

£4,798: Nova Spero (Sk. D. Fairnie), 8025 k, and £3,965: Star Dust (Sk. W. Friction), 6470 k, both AF, NS, 2 days.

MILFORD HAVEN

£6,581: Bryher, Norrad (Sk. A. James), 139k, 13 days.
£4,446: Brenda Wilson, Jones (Sk. J. Rogers), 134k, 13 days.
£3,555: Rosewar, Norrad (Sk. A. Simpson), 87k, 13 days.
£2,811: Westerdale, Linke (Sk. F. Reynolds), 64k, 12 days.
£1,450: Georgina Wilson, Jones (Sk. T. Smith), 20k, six days.

GRANTON

£9,266: Arctic Brigand, Liston (Sk. B. McPherson), 613k, NS, 15 days.
£7,910: Arctic Explorer, Liston (Sk. J. Banyard), 311k, NS, 13 days.

KEY: B1 Bear Island; B5 Baranta Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Inland; IS Irish Sea; NC Norway Coast; NLF Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerland; WC West Coast; VWS White Sea; Sk Skipper; k kilo; c cwt; kg kilo.

codling, £25/£27; large plaice, £46; medium, £40; small, £35; turbot, £65; whiting, £18/£17; Dover sole, £135; tongues, £72; squid, £22/£24; large ray, £39/£40; medium, £36; small, £30; dogfish, £9; per 500 gms.

ABERDEEN
43 tonnes from three boats. Prices: large codling, £22.50/£24; medium, £39.50/£42.50; small, £31/£39.50; ling, £22/£22.50; hake, £64/£66; saithe, £18.50/£19.80; large haddock, £37/£37.50; medium, £33/£37.20; small, £22/£23; whiting, £15.50/£24.50; lemon sole, £39 per cwt.

LOWESTOFT
684 kts from three boats. Prices: cod, £36/£40; large plaice, £44/£46; medium, £47/£50; small, £28/£36; codling, £20/£40; large haddock, £36/£40; medium, £28/£40; small, £20/£40; ling, £20/£40; Dover sole, £40/£50; whiting, £14/£20; lemon sole, £40/£50; hake, £19/£19.50; saithe, £15/£15.50; large raker, £44; small, £39/£40; dab, £15/£15.50; monkfish, £55/£60; dogfish, £11/£23; per 100 lbs.

NORTH SHIELDS
Prices: large cod, £23/£24; medium, £36/£37; selected small, £26/£27.50; selected large haddock, £26; medium, £22.50/£24; selected small, £18/£19.50; small, £10/£16.50; whiting, £13/£14; large lemon sole, £38/£40; medium, £27; small, £26; large dogfish, £11; small, £5.50; per 40 kilo unit.

FRIDAY, NOVEMBER 4
DUBLIN
1,127 boxes mainly from Skerries, Howth and Killybegs met a good demand. Main variety was round whiting. Prices: lobster, £12/£12.70; prawn, 12p/20p; prawn tails, 40p; black cod, £1.30/£1.35; shrimps, 40p/45p; cod, 35p/40p; codling, large 25p/29p; small, 15p/20p; whiting, 12p/18p; large plaice, 34p/39p; medium, 29p/28p; small, 10p/12p; dab, 5p/10p; per lb; round whiting, 55p/57; ray, £12/£22; per box.

NEWLYN
Prices: large mackerel, £1.70; large medium, £1; medium, 80p; small, 60p; gurnard, 60p; pollack, £3.50; large plaice, £5; medium, £4.5; small, £3.5; large

bot, £18; medium, £14; small, £8; large, whiting, £3.80; small, £2.10; lemon sole, £10.50; Dover sole, £18.50; shrimps, £13; tongues, £3; brill, £7.40; bass, £10/£17; conger, £3.40; squid, £5.20; monkfish, £2.20; ling, £4.50; small, £2; large mackerel, £1.80; small, 80p; per stone.

PETERHEAD
3,032 boxes from ten boats. Prices: cod/codling, £4.40/£5.60; whiting, £2.50/£3.20; conchfish, £2.40/£3.70; 4.00; monkfish, £5.30/£5.50; ling, £4.10/£3.60; dogfish, £1.10/£1.20; plaice, £3.50/£5; per stone; haddock, £21.50/£36.50; per box.

FRASERBURGH
479 boxes from 14 boats. Prices: best lemon sole, £3.50; small, £4/£4.30; small megrim, £1; best, £2; plaice, small, £3/£3.20; best, £4.30/£4.60; per stone; large haddock, £27/£33; small, £18.90/£17.50; selected, £22/£25; codling, small, £20/£21; cod, large, £32/£40; whiting, £13.60/£14; small, £4/£4.15; selected, £20; monkfish, £70; patches, £9; dogfish, £7.80; coley, £12; per box.

ARBROATH
Eight boats landed. Prices: medium haddock, £21/£22; selected, £22/£24.50; small, £23/£23.50; large codling, £37/£38; medium, £35/£37; small, £22/£24; large whiting, £18/£19.50; small, £15/£18; per box; lemon sole, £5/£5.50; dab, £1.50/£2; per stone.

WICK
110 boxes from nine boats. Prices: cod, £17/£25.60; haddock, £16.60/£22.20; whiting, £10.80/£15.80; plaice, £22.10/£30.55; skate, £11.60/£12.30; dab, £14; per stone.

BILLINGSBATE

ON TUESDAY 223 tons were delivered. Average selling prices on merchants' stalls: rainbow trout, 65p/75p; sole, tongues, 50p/60p; ling, 65p/80p; medium, 90p/£1.05; large, £1.50/£1.65; eels, 80p/£1; foreign smoked salmon, £2; per lb; large turbot, £18.20/£21; medium, £9.80/£11.20; small, £6.60/£7; large brill, £5.60/£7; medium, £4.60/£6; small, £2.50; Danish plaice, 11p/24p; £4.80/£5.20; large halibut, £15.40/£19.80; medium, £20.30/£23.10; small, £14/£18.80; selected lemon sole, £7/£9; large whiting, £3/£4; small, £2/£2.75; headless home water cod, £7/£7.10; fillets, shell, £8.50/£10.80; bulk, £8.50/£9.50; brann, £11; conchfish, £4.80/£5.20; haddock, £8.90/£11.30; home water haddock chate and kit, £3.60/£3.60; gibbers, £5.80/£5.90; jumbos, £8.50/£8.40; selected whiting, £2.50; small, £1.20; small English haddock, £4/£5; large, £5.20/£7; mackerel, £2.20/£2.50; fresh herring, £4.70/£5; London cured dry haddocks, £8.50; dry fillets, £9; golden cutlets, £8; filleted

kipper, £6/£7; selected kipper, £6/£7; monkfish (skinned), £8/£9; bass, £18.20/£21; pig muller, £6.30/£7; squid, £5.50/£6; large raker, £8.40/£9.50; medium, £6.20/£6.80; small, £4/£4.60; red mullet, £10.50/£12; large raker, £8.40/£9.50; large conger, £4/£4.40; per stone.

SHELLFISH
SELECTED: 223 tons, assorted, £23/£24; crabs, over 3lb, 32p/40p; under 3lb, 20p/30p; small, unsorted, 10p/14p; prawns, 70p/£1; per lb; oysters, £13/£25; per 100; Scotch winkles, £11/£12.50; Danish whelks, £5.50; per bushel; Danish mussels, £3.50/£4; per bag; limpets, brown, £1; pink, 80p/£1.50; English cockles, £1.80/£2; per gallon.

FROZEN FISH
SCAMPI, £1.10/£2.90; snappeys, 38p; hui saem, 43p; grey mullet, 40p; barbon, 6p; mong far, 45p; per lb; fillets, plaice, £7/£7.84; cod, £7/£7; haddock, £8; squid, £5.32; kipper, £5.80; per stone.

THURSDAY, NOVEMBER 3
Ayr: six trawlers, 11 tonnes; homemarket at £44.60/£66.40. Mostly large fulls.
Tarbert: 10 tonnes; homemarket at £45.20/£68.80. Mostly large fulls.
Mallaig: two trawlers; 17 tonnes; one purser, 12 tonnes; homemarket at £22.80/£43.20. Uniform to mixed in size. 260/390 per 50 kg.
Stornoway: Two trawlers, four tonnes; homemarket at £25/£30. Mixed in size. Spent. 400/480 per 50 kg.
Ullapool: 14 trawlers, 65 tonnes; five pursers, 70 tonnes; homemarket at £16/£44. Slightly mixed to very mixed in size. 280/480 per 50 kg.

FRIDAY, NOVEMBER 4
Oban: two trawlers, 11 tonnes; homemarket at £22/£43.
Mallaig: two trawlers, eight tonnes; one purser, one tonner; homemarket at £10/£41.20. Uniform to mixed in size. 280/360 per 50 kg.
Ullapool: 13 trawlers, 51 tonnes; one purser, four tonnes; homemarket at £20/£44. Slightly mixed to very mixed in size. 300/480 per 50 kg.
Stornoway: one drifter, one tonner; one purser, nine tonnes; homemarket at £20/£44. Slightly mixed to very mixed in size. 300/480 per 50 kg.

WEDNESDAY, NOVEMBER 2
Ayr: 22 tonnes; homemarket at £24.20/£87. Mostly large fulls.
Tarbert: 34 tonnes; homemarket at £50/£88.20. Mostly large fulls.
Mallaig: Eight trawlers; 65 tonnes; homemarket at £15.80/£47.20. Uniform to mixed size. 270/440 per 50 kg.
Ullapool: Five trawlers; 18 tonnes; two pursers, 18 tonnes; homemarket at £40/£47. Slightly mixed to very mixed in size. 300/350 per 50 kg.
Stornoway: Four trawlers, one tonner; two drifters, one tonner; homemarket at £20/£44. Uniform to very mixed in size. 300/480 per 50 kg.

November 11, 1977

DROWNING CREWMAN SAVED IN GALE

DEVON fisherman Paul Williams fell overboard when a rope snared him around the neck and dragged him into the sea in a force 9 gale. But for the skilful manoeuvring of a 56ft boat by the skipper the crewman would have drowned.

The coastguard praised the actions of Mike Dornom, skipper of the Dartmouth-based crabber Crusader last week. Paul was throwing out pots from the boat 40 miles off Dartmouth when a massive

wave knocked him over. A rope wound round his neck and he was hauled over the side.

As he was dragged beneath the surface Skipper Dornom, helped by another crewman, cut the rope and hurled a lifebuoy towards him.

Skipper Dornom tried to turn Crusader round for a pick-up but the gale, with gusts of 60mph, prevented a quick rescue. Every time the boat approached the fisherman

waves lifted her high out of the sea, and there was danger of him being crushed, the again."

Harry Johnson, station officer at Berry Head coastguard rescue station said: "Skipper Dornom did a very good seaman-like job to be able — in those conditions and with that size of boat — to bring up the crewman."

After a precautionary treatment against hypothermia Paul returned to his Dartmouth home.

Marina—'raw deal' claim Brighton men

FOCUS ON FISH AT FOOD FAIR

RECORD attendance is expected at the 10th International Exhibition for the Food and Allied Industries which opens at Olympia next week (November 15 to 18).

More than 200 exhibitors from 15 countries are taking part.

The event, known as Food Fair, is linked with the Food Industries Conference, a four-day programme for discussions on major trends and development.

The range of machinery, equipment and materials on show covers most aspects of food manufacturing, packing and handling and includes new and improved products of specific interest to the fish trade.

Floris of Holland, leading sellers of fish frying machines, introduced a French fry console with infinitely variable controls.

With in-store labelling of frozen foods so important, many exhibitors demonstrate the use of self adhesive labelling for fish products stored in deep freeze cabinets. Labels, which are unaffected by temperature as low as minus 40 centigrade.

A huge variety of packs and packaging materials will be shown underlining current trends.

BRIGHTON fishermen claim they are getting a raw deal from the Brighton Marina Company. In return for backing the marina scheme at a public enquiry, they were offered a number of privileges. These included: sheltered mooring for fishing boats, one year's free mooring, a private jetty, cranes and gantries, a clubroom and a fish market.

Now the marina is taking shape the fishermen fear these promises have been forgotten.

So far they have been offered only a mooring area which is unsuitable for small open boats because green water comes over the sea wall there in certain weather conditions.

To prove this point, Peter Leach, chairman of the Brighton Boatmen's and Fishermen's Protection Society, is spending a trial period in the marina with another fisherman. He feels strongly that the fishermen have had a raw deal at the marina.

"We helped fight for it because we realised it could be a good thing for us, but we have been let down by the marina company," he said.

After several weeks at the new mooring he is convinced that a safer spot must be found, but the marina company says the dangers are exaggerated.

Marina harbour superintendent Steve Kaye said the claim that water came over the sea wall at the fishermen's mooring was "nonsense". The marina had agreed to investigate the mooring and had appointed an independent assessor to make a report.

"It is difficult to implement in 1977 promises made several years ago, but we are doing our best," he said.



75-year-old Arthur Evans at the fish market.

Fund raiser presented with picture

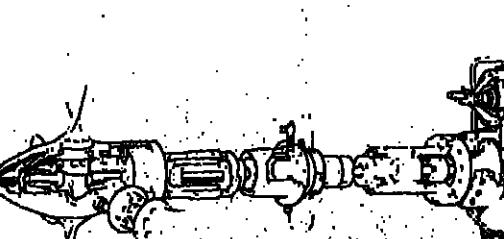
LOWESTOFT fish merchant, Arthur Evans, was presented with a painting of Lowestoft harbour when he was guest of honour at a dinner last week. The picture, given to Mr. Evans at the Lowestoft Travel Merchants' dinner in the Hotel Victoria, was painted by local artist Vera Balla.

After 60 years in the fish business and raising over £2100 for charity in ten years, Mr. Evans has decided to "slow down a bit".

He is a popular figure on Lowestoft fish market where

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